

MEMORANDUM

To: Anne Corbett
Vision McMillan Partners

From: Robert B. Schiesel, P.E.
Daniel VanPelt, P.E., PTOE

Date: June 18, 2014

Subject: McMillan Sand Filtration Site TIS – Response to Angela Ray’s Recommendations

This memorandum contains responses to the recommendations made by Angela Ray forwarded to Gorove/Slade. The following list contains the recommendations, followed by Gorove/Slade’s response.

1. **Recommendation:** Negotiate with the Bloomingdale Civic Association (“BCA”) to include traffic mitigation recommendations offered in the Community Benefits Agreement (“CBA”) approved by BCA members on 2/24/2014 and submitted to VMP and Zoning on March 15, 2014.

Response: Gorove/Slade cannot recommend that the applicant support this recommendation. While the CBA submitted to VMP and Zoning Commission contains some very worthwhile transportation ideas and concepts, many are not germane to the impacts of the McMillan PUD. Nevertheless, there is substantial overlap between Gorove/Slade’s current recommended list of transportation commitments for the Zoning Order and the CBA transportation requests, and Gorove/Slade’s commitments would fully mitigate the PUD impacts.

2. **Recommendation:** Ensure weight limits are placed on all trucks in this corridor.

Response: Gorove/Slade recommends agreeing to this this recommendation, mainly because First Street is already not designated as a truck route by DDOT. Heavy vehicles should not be driving on First Street adjacent to current residential homes. The McMillan project will only require the use of First Street between Evarts Street and Michigan Avenue, in order to support loading activity at Parcel 4. In no instance should McMillan send truck traffic south on First Street (south of Evarts Street).

3. **Recommendation:** No McMillan construction, delivery or service trucks on First Street, NW south of the McMillan North Service Court.

Response: Similar to the prior recommendation, Gorove/Slade recommends agreeing to this this recommendation, with the change that no truck will use First Street south of Evarts Street (instead of the North Service Court).

4. **Recommendation:** Support effort jointly with City, to install mini-roundabouts at traffic intersections on First Street.

Response: Gorove/Slade recommends agreeing to this recommendation. The recommendations made in DDOT’s Mid-City East Livability Study to implement mini-roundabouts on First Street could have a positive impact as described in the report, without affecting the McMillan project’s traffic or circulation.

5. **Recommendation:** Support effort for acceleration of planning and development of the Catholic Univ/Columbia Heights streetcar (with a stop at McMillan).

Response: Gorove/Slade recommends agreeing to this recommendation. The streetcar line and stop at McMillan would be a significant transportation benefit for the project.

6. **Recommendation:** Support recommendation to ensure that there are no bus routes on First Street, NW.

Response: Gorove/Slade recommends agreeing to this recommendation, with the change that the project can support no bus routes on First Street south of the project. WMATA’s Metrobus 80 study’s recommended Neighborhood Circulator route does show a preliminary routing using First Street adjacent to the McMillan project but not south of Evars Street. Gorove/Slade recommends keeping this option available if WMATA is inclined to route the Neighborhood Connector through or adjacent to the McMillan project.